

REGISTRATION OF MASS
MAILINGS

The filing date for 1997 third quarter mass mailings is October 27, 1997. If your office did no mass mailings during this period, please submit a form that states "none."

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THE VERY BAD DEBT BOXSCORE

Mr. HELMS. Mr. President, at the close of business yesterday, Wednesday, October 8, 1997, the Federal debt stood at \$5,412,240,204,620.07. (Five trillion, four hundred twelve billion, two hundred forty million, two hundred four thousand, six hundred twenty dollars and seven cents)

One year ago, October 8, 1996, the Federal debt stood at \$5,221,529,000,000. (Five trillion, two hundred twenty-one billion, five hundred twenty-nine million)

Five years ago, October 8, 1992, the Federal debt stood at \$4,052,485,000,000. (Four trillion, fifty-two billion, four hundred eighty-five million)

Ten years ago, October 8, 1987, the Federal debt stood at \$2,372,340,000,000. (Two trillion, three hundred seventy-two billion, three hundred forty million)

Fifteen years ago, October 8, 1982, the Federal debt stood at \$1,132,671,000,000 (One trillion, one hundred thirty-two billion, six hundred seventy-one million) which reflects a debt increase of more than \$4 trillion—\$4,279,569,204,620.07 (Four trillion, two hundred seventy-nine billion, five hundred sixty-nine million, two hundred four thousand, six hundred twenty dollars and seven cents) during the past 15 years.

AMTRAK CRISIS

Mrs. HUTCHISON. Mr. President, Amtrak is at a crisis point. Actually, it faces two crises: a strike and the financial crisis brought about by failure to reform the railroad. Reform is a prerequisite to accessing the much-needed capital Congress provided for the railroad in the Balanced Budget bill. Congress decided when that bill was passed that it did not make sense to provide that money unless the railroad was able to act more like a business. I strongly support intercity passenger rail but believe that reform is essential before putting this major financial commitment in place.

First, and most immediately, Amtrak is facing a possible national shut down because of an impasse between the Brotherhood of Maintenance of

Way Employees (BMWE) and Amtrak over wages and work rules. At question is Amtrak's ability to pay for any increase in wages during the difficult financial times the railroad is currently going through.

Using the Railway Labor Act, the President has named a Presidential Emergency Board to recommend a solution to the dispute. It concluded its investigation and made its recommendations. The parties are now in a 30 day "cooling off" period to consider the recommendations. If no agreement is reached by the end of this period, which falls on October 22nd, we could have a strike or a management "lockout of employees". Either action would have the effect of shutting down all commuter operations, as well as other services, across the country. A strike would not be confined to the Northeast Corridor, but would affect all of the passengers in the entire Amtrak system.

Amtrak's largest operations are in the Northeast Corridor, where a large number of commuter authorities between Washington, New York and Boston depend on that infrastructure to operate their railroads.

They include: the MBTA or Massachusetts Bay Transportation Authority, CONNDOT, Long Island Railroad, NJ Transit, the SEPTA or South-eastern Pennsylvania Transportation Authority, and the two local services, the MARC or Maryland Commuter service and the VRE or Virginia Railway Express. Each one of these commuter authorities use the Northeast Corridor. If Amtrak cannot operate the Corridor, these services come to a halt. In addition, freight carriers such as Conrail who use the Corridor would be seriously affected, because Amtrak operates much of the track on the Northeast corridor.

Mr. President, let me put this in perspective. When a 60-day cooling off period recently expired in California, the San Francisco Bay Area's commuter railroad was shut down by a strike which stranded 270,000 commuters.

Dispatchers at Norfolk Southern, which carries commuters between Manassas, Virginia, and Washington, DC recently called a "wildcat" strike for three hours and the VRE had to cancel one-half of its afternoon trains.

But if Amtrak is shut down, it won't be one commuter authority paralyzed as we saw in San Francisco or Virginia, it will be many. It won't be thousands of commuters, it will be millions.

If this happens, the strike in San Francisco will pale by comparison.

Mr. President, my colleagues need to be aware of this situation, because the Senate needs to address it head-on before we leave in November.

Congress has to act because the future of America's railroad depends on it. Amtrak is simply in a no-win situation. Amtrak cannot afford the terms of the PEB and it cannot afford a strike.

The PEB recommended a package of wage increases recently implemented

by the profitable freight railroads. The freight deal for the BMWE would cost Amtrak \$25 million in FY98. If it were extended to all of Amtrak's employees, it would cost Amtrak \$250 million. I seriously doubt that Congress would appropriate funds for these wages. As it is, the railroad is currently borrowing just to meet existing daily expenses.

Mr. President, my colleagues have to be realistic. I look forward to working with both the Majority Leader and Senate Labor Committee Chairman to find the right solution to this dilemma.

Mr. President, in that spirit, I plan to move forward on Amtrak's reform legislation. I have had extensive discussions with the Majority Leader on this matter and he feels the same way.

Mr. LOTT. The Senator from Texas is correct. Amtrak is an important part of the national transportation system, not just for the Northeast Corridor, but for the entire interstate passenger rail system. This summer, in the Taxpayer Relief Act, Congress provided Amtrak with a secure source of funding for capital assets—some \$2.3 billion for infrastructure. I worked hard for those funds, against considerable opposition, as did the Chairman of the Senate Finance Committee and the Chairman of the Subcommittee on Surface Transportation.

Rail transportation will continue to play a critical role in the American intermodal passenger system through the 21st century. However, rail transportation of passengers cannot be done without federal and state funding. It simply cannot be done. Just as commercial air transportation of passengers would have never gotten off the ground without federal and state assistance, rail transportation of passengers will not progress unless Congress provides infrastructure assistance.

Congress is willing to support Amtrak, on the condition that Amtrak be reformed. That is why we insisted that not one dime of that \$2.3 billion be spent until a reform package is approved by Congress.

If Amtrak is to survive, it is critical that we complete our work on the authorizing legislation. However, the Senate still has some colleagues who are holding up the authorization bill over labor provisions. These provisions are essentially identical to language that labor supported just last year. Now some of our colleagues find them unacceptable. Organized labor has joined the Administration in creating a moving target. If this continues, Amtrak may never get the capital we provided.

Mr. President, there will be no capital, I repeat, no \$2.3 billion in capital funds provided until an authorization is enacted.

I support a national rail system, but I will not support continued inefficient use of taxpayers money.

If Amtrak is ever going to operate like a business, it must have flexibility. It needs freedom from federal laws